ON A TORPEDO BOAT HOW IT FEELS TO TRAVEL IN THE

LITTLE VESSELS.

A REPORTER TELLS OF A TRIP.

is But Little Room to Spare The Sea Breezes Kill Dyspepsia Create Appetite-Not Pleasant in

(For the Dispatch.)

Here is a story of a newspaperman's highly interesting trip aboard one of those hornets of the seas-those marine Davids that slay Goliaths of battleshipsa modern torpedo-boat.

Tornedo-boat service is not the most popular with naval men. Cooped up within the narrow decks of a boat like the Porter, with its 176-foot length and 17foot beam; the Cushing, with its 139 feet | fly by 14 of thin metal, or the Ericsson, with its 149 feet by 15 1-2 of tossing restlessness, there is not much chance for a man to stretch far without raising bumps and bruises on his anatomy. The service has its redeeming features, however, as the following personal narrative will re-

KEY WEST, May 20 .- I have tested the advantages and the hardships of a trip aboard a torpedo-boat, the terror of the sea, for which it is said Great Britain has to call for volunteers when a crew is equired, so full of discomforts is the life aboard these little craft. While 1 sympathize to some extenet with these omplaining Jackies, and agree with them that life aboard-a torpedo-boat is not unalloyed dream of happiness, still it has its pleasant side. For instance, any dyspeptic millionaire who has begun to despair of ever having an appetite for anything estable, could not do better than purchase a torpedo-boat and put to sea in her at top speed, taking the good with the bad in the way of weather. It will be a sure cure for loss of appe-tite and inability to digest wholesome

I have been envying ever since I came ashore the men who can develop such glorious appetites as the crew of a Who would not be willing to be pitched around a narrow little boat during stormy weather in order to feel as ravenous as a wolf at all kinds of hours, and as light-hearted and clearheaded as a gymnast.

VERY BUSY PEOPLE. When I first stepped aboard the busy sittle boat the crew were getting ready to make a speedy departure on one of the numerous expeditions in connection with their scout duty here. The officers and men were too busy at the moment to give any attention to me, and so I was left alone to take in the surroundings. Climbing gingerly down a hatchway. I found myself in a very cosey, square room, about four yards long by six wide, with just enough room to stand up in This was the ward-room. Facing the coor was a stove and a small sideboard, with a bookcase above, filled with books en service matters; a paper rack and a wine-locker; a pipe-rack, block, chro-nometer-box, and one or two little knickmacks filled up that side. COMFORTABLE BUNKS.

On either side of me were the bunks, of which altogether there were three, These though narrow, seemed very comfortable; they were fitted with drawers underneath, and a small wardrobe was fixed at the head of each bunk. On one side, also, was a chart-box and a look-ing-glass, whilst behind me were lying a pile of sea-boots, and on the bulkheads were hung coats, mackintoshes, oliskins, and sou'-westers. Glancing up overhead, I saw campstools, swords, golfsticks, tennis-rackets, fiddles for tables in rough weather, &c. My friends on board knew how to pack, evintly, for not an inch of space was

Having thus completed my inspection of the ward-room, I looked outside. On my left was a very diminutive pantry; on my right a bath-room in like propor-

I went on deck again, and, to my sur-prise, found that all the men were forward, and that we were quietly steaming out of the harbor. BRIGHTLY-POLISHED GUNS.

I was standing on the quarter-deck, with a 6-pounder gun on a platform in front of me, which gun was reflecting the sun's rays in my eyes and dazzling me, so beautifully clean and brightly polished was it. Behind me was a screen, sheltering the "after steering position," fitted up, I found out later, exactly as the one forward was. There was also a hatch which led down to the captain's cabin, outside of which were store-rooms and racks for rifles and cutlasses. The cabin was a comfortable little place, and had a bunk, wardrobe, writing-table, and had a bunk, wardrobe, writing-table, and bookcase, and also a little bath-room outside, but no stove. The captain in these ships messes in the ward-room, and only uses his cabin for sleeping in and for correspondence work.

Walking over the platform, I found a torpedo-tube, and alongside it a hatch, which, on inquiry, I was told led to the chief petty officers' mess. It was quite

chief petty officers' mess. It was quite a little place, about half the size of the The engine-room artificers have a similar mess on the other side of the deck. Everything was beautifully clean, and the table was white from hard

gerubbing.

Going further forward, I found that here was the galley, and beside it stood the ship's cook, hard at work getting the dinners ready. There was also here a dyname for supplying electricity to the search-light, which latter was placed between the engine-room hatches on deck.

THE BLUEJACKETS.

Passing the big after funnel, I came on an open space, and a couple of blue-jack-sts, who were splicing a wire rope, vol-unteered the information that this was where the foremost torpedo tube would be placed when the ship was used solely as a torpede-boat. Here I was joined by one of the junior officers, who offered to show me round the rest of the ship, as the captain could not yet leave the bridge for

I rather liked the rig he was in—a thick pilot coat, ditto trousers, a foot-ball sweater, with a white-silk scarf in lieu of a collar, a fairly old cap, heavy sea boots, thick gloves, and a pair of bino-culars slung round his neck, formed his attire—which, as he went forward, I could not help thinking was, for this sort of rought-and-ready life, absolutely the best

he could wear.

Between the two foremost funnels is the standard compass, with the flag locker underneath it, and a chart table "How many men are there on board?"

"Oh, our complement, is fifty-two all teld; but about thirty of these are stokers." This is their mess-deck."

This is their mess-deck."

NARROW QUARTERS.

"You see the deck is covered with a kind of linoleum; it is found to answer much better than wood in this class of ships. Here are two 6-pounder guns; these and the 12-pounder up there constitute our bow fire. Pretty strong for so small a ship, ien't it? This is the conning-tower, with half an inch of armor on it. We can steer from here, and in bad weather we have to, as one would be washed away on the bridge."

inch in steel really is in thickness, he had disappeared down a ladder at my feet. "This is the mess-deck for the blue-jackets—under the turtle-backed fore-castle, you see." One long table stood in the centre, and

One long table stood in the centre, and two rows of lockers ran along the ship's side. A few men were down here, one stitching canvas, another mending his clothes, one reading a book, another writing a letter, and one stretched out right forward fast asleep, utterly oblivious of everything going on beside him. "About twenty men live down here," said my guide. "These are their hammocks, and that is the capstan engine—we have a steam capstan."

mocks, and that is the capstan engine—we have a steam capstan."
He pointed above his head as he spoke.
"More store-rooms under our feet, too," he continued. "We keep the explosive war-heads for the torpedoes down below here. We have two 18-inch torpedoes, carried without the heads, in the tubes themselves. Now let us go up on the fore-bridge."

A FINE SPEED.

We had increased speed, and now we were well out to sea and gliding along through the water so smoothly that I could hardly believe the statement that our speed was ever twenty-four miles an hour. Slipping through the water will

our speed was ever twenty-four miles an hour. Silpping through the water, with no vibration at all, the only indications of speed were the rippies on the water flying past us, and the fountain of spray rising at our sharp, straight, stem, sparkling with all the colors of the rainbow as the sun's rays flashed upon it.

A beautiful blue sky above, with hardly a cloud to be seen, except that on one part of the horizon there is a little haze. The fountain at the bows is playing beautifully now, and all around is the pure, bright sea air blowing against one's face, and through one's clothes, and into one's body; rousing, stimulating, and reviving one, and making one feel a new man, so refreshing and exhilarating is it.

"Starboard!" sings out my friend. "Star-

"Starboard!" sings out my friend. "Star-board, sir," answers the quartermaster, whose head I, being startled in my reverie, nearly tread on, it having come up suddenly through a hole in the platform on which we are standing. "Well, how do you like it?" queries my

'I wish I were in your place," said I. "Oh," replied he, laughing "come out on a cold, wet night in January, when a heavy sea is running, and you have to hang on to the rails to prevent yourself being carried off your feet; when the seas rise, dashing on the turtle-back, and washing all over the upper deck; when you are soaked to the skin, and, clinging on to something, are shivering and thinking of the many thousands ashore who are fast asleep, warm and snugly tucked between the blankets; when the blinding spray and sleet is lashing your face like whipcord in an incessant shower, so that you can hardly open your eyes as you vainly struggle to peer into the darkness to discern the lights of the vessel ahead; and when everything down below in the ward-room is sliding about on the deck. gloriously mixed up, so that if you wish to get a piece of meat for supper you have to hold the joint with one hand whilst you hack off a slice with the knife, and when you can't stand up by yourself-you'd soon change your mind."
"THAT'S THE TIME."

"I'm sorry we are only going 280 revo-lutions per minute now," says he. "You should see them going at 350. That's the time. But as it is, I wonder mightily to see these two engines with their many bright rods flashing up and down; the cranks whirring round at the rate of four revolutions per second are alone enough to make one pause and wonder when human ingenuity will reach its limit, and also speculate on what a terrible smash there would be if anything chanced to go wrong. "Lunch!" yells the matter-of-fact

Chaffing and joking formed the conversation whilst plates were being emptied and refilled, for every one seems to be put in good temper by this sort of work. As to the messing, I must say it was

far better than I imagined could obtain on board a small boat like this.

Plain, but good and substantial food, excellently cooked, is the order of the day; and cut and come again is the order of the table, which last I carried out in smirit and truth. spirit and truth.

the next order was marvellous. It proved to be a friendly craft, and there was much disappointment in consequence, but the quickness and eagerness of the men at the prospect of an engagement augured well for the success of the torpedo-boat

went for the success of the topedo-boar in an action with the Spaniards.

We returned to Key West after a short run out to sea, and I stepped ashore from the boat with a very satisfactory recollection of my first experience with a torpedo-boat, and especially of the appetite that I had worked up during my short the reach between craft. on the much-abused craft.

Georgetown University.

WASHINGTON, D. C., May 21.—(Special.)—The base-ball team will leave Monday for its base-ball trip through the North, and before returning will meet the following clubs: Wesleyan, May 24th; Yale, May 25th; Dartmouth, May 26th; Univer-sity of Vermont, May 27th; Holy Cross, May 28th; Orange Athletic Club (two games), May 30th; Princeton, June 1st.
The commencement at the law school will be on June 8th, and the evening following the results of the examinations

will be announced.

The team which will go to Mott Haven will be composed of Wefers, Cody, Maloney, Walsh, Schade, Moran, and Dannemiller. Georgetown will only have her men entered in the sprints and bicycle

A number of students are out on the tennis courts daily, but no definite ar-rangements have as yet been made for the annual tournament. Examinations commenced last Monday,

and will continue until June 18th. All the classes will undergo these examina-tions, covering a large number of subjects

tions, covering a large number of subjects taken up during the past year.

The public elocution contest will take place next Wednesday. Following are some of the speakers entered for it: Mulligan, McAleer, and Moore, 1900; Murphy, Smith, and E. Byrne, 1901; L. Cullen, O'Nelli, and Cawthorne, 1839, and Devenilla, and Cawthorne, 1839, and 1839, and 1839, and 1839, and 1839, and 1839, and 1 reaux, McInerney, and Brady, 1898.

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease, and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven Catarrh to be a constitutional disease, and therefore requires constitutional treatment. Hail's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., is the only constitutional cure on the market. It is taken internally in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it falls to cure. Send for circulars and testimonials. Address F. J. CHENEY & CO., Toledo, O. Sold by Druggists, 75c. Hall's Family Pills are the best.

time you have a touch of rheumatism try Chamberlain's Pain Balm. One applica-tion relieves the pain. Mr. J. H. Loper, a well-known druggist of Des Moines, Ia., had been troubled with rheumatism in his shoulder for over six months. At times it pained him so much that he tould not raise his arm. He finally con-cluded to try Chamberlain's Pain Balm and was greatly pleased with the prompt relief which it afforded. A few applicarelief which it anoruca.
cions effected a complete cure.
my 18-W,5 & & Sunr

I looked inside. There was just room for two people to stand up inside, and it was fitted with a compass, steering wheel, telegraph to the engine-room, and voice-pipes to the torpedo tubes and various other parts of the ship.

"You say this is only half an inch thick?" I queried. "How thick, then, is the ship's side?"

"Oh." said he, laughing, "about an TOOK AMD TOOK WAS TOOK AMD TOOK AM 1898 BICYCLES DOWN TO \$5.

Ch." said he, laughing, "about an hith of an inch." and before I could be green how much an eighth of an NGHLURE NGHLURE.



Spanish cavalry assisting in the defence of Habana,

SLEEPLESS ANXIETY THE UNHAPPY LOT OF THE WAR CORRESPONDENTS AT KEY WEST.

CALIGRAPHY EXTRAORDINARY

Writing Stories of Battle and Bombardment While the Boat is Rocking-Racing for "News Beats"-The Press Censorship.

KEY WEST, May 21 .- When the war is over and the newspaper-men have leisure give to sit down and think and write something that will better bear inspection through a literary microscope than the hurried dispatches that they are compelled to dash off at present, not the least interesting of the articles they will then prepare will be those descriptive of the extraordinary difficulties under which they labored to get the news. There "Sall" suddenly came from above, to they labored to get the news. There disturb our enjoyment, and there was at never was a war in which the unfortuonce a general exodus from the lunchs room. Then I was treated to an exhibition of the agility of a Yankee crew when there is real earnest work to be done. The celerity with which every man reached his station and stood waiting for

If Manila has had the first great story, it is here in Key West, where the Cuban news centres, that the most important news centres, that the most important events of the war are destined to occur, and where the newspapers have stationed their best men. With the cable cut, there is only one way of getting news—by means of swift dispatch-boats. Now, the broad expanse of blue sea is a very wide stretch for a little boat to cover. No mat-ter how active the crew and how vigilant the captain and the newspaper-men who are on the boat for the purpose of witnessing and writing up anything that may occur of importance affoat, it is not possible for the boat to be in more than one place at a time, and while she is cruising off one section of the coast of Cuba, it is not at all improbable that a great battle may be taking place at another point. While one dispatch-boat is piling up steam in an earnest and wellplaing up steam in an earnest and well-meaning effort to keep up with a cruiser or gunboat that is chasing a Spanish fishing smack or lumber barge, the rival dispatch-boat, better informed or more lucky, may be racing to Key West with news of a bombardment or of a capture that double discounts that of the fishing smack or lumber barge.

A HURRY CALL, And then the man at Key West, Out across the sea there is a blank expanse of blue water. Away off in the distance there suddenly appears a dispatch-beat, piling along apparently for dear life. The men ashore are snatching a few hours sleep. They have been watching all day for the news that did not come, and just for the news that did not come, and just as soon as they are wrapped in slumber there comes a hurry call to get up and go to meet the incoming craft. Then hurry! slap-dash! down to the docks to meet the incoming steamer. Any craft the newspaper man can get hold of is hired, so that he can go out and be the first, if possible, to catch the news from the incoming steamer, or at least get it as soon the next man.

as soon the next man.

If the newcomer proves to be the dispatch-boat of a rival newspaper, it is sad for the man who meets her. There is no such thing as "dividing up" down here. It is every man for himself, and a sorry fate for the hindmost. The beaten man knows that his own dispatch-boat has been glorously left when he sees the rival come in and no other beat in sight, but he must swallow his grief and wait for the next acrival. Meanwhile, the telegraph office is in the possession of the victorious newspaper man, and there is no sleep for the rest of the fraternity.

MEETING THE VESSELS. Possibly the boat that comes in is a gunboat towing a prize, or a captured boat in charge of a prize crew. In that event the newspaper men must swarm out and meet the vessel, catching at any out and meet the vessel, catching at any straws in the way of news that may be floating on the surface. The reporter must ascertain the circumstances of the capture, the name of the prize and her the officers and crew, and get it the best way he can, for United States naval offi-cers, even when flushed with the happi-ness of walking the deck of a captured

ness of walking the deck of a captured boat, are not going out of their way to provide news for the newspapers.

Having got the news, then the reporter's troubles are about over, thinks the inexperienced reader. Are they? They are just about beginning. It is the man who first gets hold of the wire down here who enables his newspaper to be ahead with an extra on a live incident of the war. The reporter who allows himself, in his enthusiasm, to stay too long getting material for his story, is likely to find the telegraph wire pre-empted by a whole row of rivals, and his dispatch left until all the others have been sent away.

WRITING ON SHIPBOARD.

Have you ever tried to write on beard

a boat that is pitching and tossing in a choppy sea? If so, you will know why the men who are getting the news here are acquiring the art of using a pencil under circumstances never before considered possible. It is fatal to leave the dispatch to be written when the boat leaves It must be ready for the race to the state of the same to the state of the same to the

lands. It must be ready for the race to the telegraph-office by that time. It is the same with the dispatches written by the men or board the yachts. The "copy" must be written during the run for the shore. If it is not finished by the time the yacht reaches the harbor, it must be continued during the journey of the small boat to the dock. Quickness be essential if the recorder wishes to be essential, if the reporter wishes to be first with the wire.

NO LONGER VOLUMINOUS. At first the dispatches that were sent The reporter spread himself to give the American public descriptions of war incidents that would picture the scenes to the reader, and enable his im agination to have free play. Some of the reporters reveiled in words, and the readers who like that kind of thing were happy. Suddenly there appeared on the scene a bogy with a blue pencil, whom they call the censor. Away went the imaginative reporter's beautifully-written de-scriptions; dead and buried were his rlans of campaign carefully thought out and admirably written; ruthlessly blue-pencilled was his inside information about

news," as in this present remarkable war.

THE KEY WEST MEN.

To take the men who are stationed at Key West as an example. This is, of about not getting, the terrible individual who sits in the editorial chair cannot complain about not getting. It is much easier to approach the steat centre for war news.

a boat that is pitching and tossing in a | hilating fights occur around Cuba, the

natives. It is strange to think that they are carinibals still, even close to our towns. At one place where Mrs. Rowan Chinaman only a few days before her a Chinaman only a few days before her visit, At another place "they told me," she says, "that on that very afternoon high revelry had been going on in the native camp as they feasted off the roasted remains of an old woman, who had been allowed, against their usual custom, to die a natural death the day before." Nor are these saveres pleasent prighbyrs. A settler at ages pleasant neighbors. A settler at whose house Mrs. Rowan stayed at Sowhose house Mrs. Rowan stayed at Somerset, Cape York—the only house for many miles in that part of Queensland—can still arm a hundred men, if necessary, and guns and pistols hang on the walls, ready loaded in case of sudden attack. This gentleman gave the authoress some Spanish dollars, cemented together with coral, which had been re-covered from the wreck of a warship, which, early in this century, ran ashore on a reef near the coast, and whose crew were killed and eaten by the natives. Of such tragic memories Mrs. Rowan heard such tragic memories Mrs. Rowan neard even more in New Zealand, where "al-most every hill is the site of an old pahr, every mountain, headland, rock, and island has some history of its own—some grim tale of savage barbarity or pathetic story of love and courage."

While the authoress (of "A Flower-Hunter in Queensland") saw nothing but charm in the beauty of the tropical forests—except as regarded the snakes and the stinging insects, and the chance of meeting a casual crocodile—she found, das, no good thing among the Australian

cording to the ideas of an editor, and the newspaper boys are gradually getting down to the new style of things and saving the blue pencil much work and the journal that employs them much expense for telegraph-tolls.

But even under the best of circumstances it is a tireless task to report a modern war. What it will be when the real, earnest killing, slaughtering, anni-



A Spanish soldier who, has changed his mind about "those Ventes nice"

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made in neat Black, Brown, and neat Checked patterns, cutin the newest fashion, and they are the Men's Nobby Business Suits,

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Fine Men's Dress Suits, made of the finest of worsteds, cassimeres, Scotches, and serges, all made and trimmed equal to any \$11 suit. Just think \$7.75 of it—the price this week \$7.75

Extra Special for This Week: Men's Fine Blue and Black Serge Suits-some are lined all over and some half lined; the best Suits for warm weather; they are warranted fast color and all wool. The price for \$6.75

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Mark-Down Sale in Men's Pants. We have on hand 150 All-Wool Men's Pants, which we sold at

Pants of Gray Cassimeres and Black Cheviots, they are regular

neat effects, which we sold at \$3 week. \$2.48 SPECIAL.—Boys' Knee Pants, all sizes, the regular 25c. kind-to-morrow only 12c. pair. Only two pairs to a customer.

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Repairing and Repainting done in the best manner. Harness, Whips. Robes. &c.
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